

# *Maryland Motor Carrier Handbook*



*Maryland Department of  
Transportation  
State Highway Administration*



*In Cooperation with*

- **Maryland State Police**
- **Public Service Commission**
- **Comptroller of the Treasury**
- **Maryland Department of  
The Environment**
- **Motor Vehicle Administration**
- **Maryland Transportation Authority**

## **A MESSAGE FROM THE SHA ADMINISTRATION**

The *Maryland Motor Carrier Handbook* is intended for professional commercial motor carrier drivers, and others who are concerned about truck and bus safety regulations. It serves as a quick reference for state and federal regulations relating to commercial motor vehicle travel within Maryland. Information contained herein is summarized and should not be cited in place of specific federal and state laws.

The Handbook is compiled by the Motor Carrier Division, State Highway Administration (SHA) in cooperation with the Maryland Department of Transportation Office of Motor Carrier Policy, the Department of Maryland State Police, the Maryland Transportation Authority Police, the Motor Vehicle Administration, the Public Service Commission, the Motor Fuel Tax Division of the Comptroller of the Treasury, and the Maryland Department of the Environment. The Handbook is available free of charge, and is available on the Internet.

The *Handbook* has also been reviewed by, the Maryland Motor Truck Association, and the Independent Truckers and Drivers Association.

The 2000 edition marks the ninth update of the *Handbook*, and we welcome your suggestions on how it can be improved. Please send your comments and ideas to Dolores Strausser, Motor Carrier Division, SHA Office of Traffic and Safety, 7491 Connelley Drive, Hanover MD 21076 or feel free to call her at 410-582-5734. Toll free, 800-543-4564.

Drive smart, buckle up and enjoy Maryland!

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# CHAPTER I

## GENERAL RULES AND REGULATIONS

### A. INTRODUCTION

This handbook provides you, the commercial motor vehicle driver/motor carrier, with a summary of some of the federal and state rules and regulations governing truck and bus operations in Maryland. You may also wish to consult publications offered by the Motor Vehicle Administration (MVA) Maryland Driver's Handbook and the Maryland Commercial Driver's License Manual or contact any of the agencies listed in Appendix C. In addition, more specific publications are available which include:

MVA "International Registration Plan, Instructions for Apportionment" and Maryland Department of the Environment's (MDE) "Hazardous Materials, Emergency Response Procedures." Also, specific Federal safety regulations and State preventive maintenance regulations are available for purchase (see Chapter V).

The State also publishes a variety of maps for use by the motor carrier industry. The State Highway Administration (SHA) not only offers a tourist/road map of the state free of charge, but the "Maryland Truckers Map" as well. These maps provide an overview of the extensive highway system and rest stops located within the State including the Baltimore-Washington metropolitan area. To order copies of the "Maryland Truckers Map", contact the Maryland SHA, Office of Traffic and Safety, Motor Carrier Division, 7491 Connelley Drive, Hanover MD 21076, phone 410-582-5734. The Maryland Port Administration (MPA) publishes a free map titled "Port of Baltimore, Truckers Guide," which is available at, or by writing to, the MPA, World Trade Center, Baltimore, MD 21202, phone (410) 333-4550.

## **B. DRIVER LICENSING**

### **1. GENERAL RULES**

Every driver of a motor vehicle must have a valid license except those expressly exempted. When you become a resident in Maryland and desire to drive a truck, bus, or other motor vehicle, you are required to obtain a Maryland driver's license within 30 days of establishing residency. A resident is any person who is domiciled in this state or who owns, maintains, or operates a place of business in this state and uses a motor vehicle intrastate in that business.

Persons who do not need a Maryland driver's license include:

(a) individuals driving road machines, farm tractors, or farm equipment temporarily driven on a highway; and

(b) nonresidents of this state, provided that they have in their possession a valid driver's license issued to them by their home state or country.

You may drive the same types or classes of vehicles in Maryland that you may drive in your home state or country, provided you meet Maryland's age requirements. You must be at least 16 years old to be licensed to drive motorcycles, automobiles and trucks other than tractor trailers. You must be at least 18 years old to be licensed to drive tractor trailers intrastate. For interstate operations and/or a hazardous materials endorsement, you must be 21 years old (see Chapter V). Bus drivers transporting more than 16 passengers must be at least 21 years old.

The MVA may not issue a license to any person:

- (a) who does not meet the requirements;
- (b) during any period for which his/her license to drive is refused, canceled, suspended, or revoked; or
- (c) who is unable to understand street and highway warning or direction signs written in the English language.

**To obtain a license, all applicants must apply in person at one of the MVA offices, furnish the required proof of age, proper form of identity, and take the vision, law and driving tests.** Maryland learner's permits and driver's licenses contain a photo of the driver.

If you have in your possession a valid driver's license issued to you by another state, or the District of Columbia, or the armed forces of the United States in a place outside of the United States, or U.S. Possession, or by any foreign country, you may apply in person for an immediate examination at any examination station. You must present your valid out-of-state license and original government-issued birth certificate to the examining officer who will furnish the necessary application, handbook and instructions. You must surrender all out-of-state driver's licenses before obtaining a Maryland driver's license. The MVA Examiner will determine the class of license for which you qualify. Learner's instructional permits are required for a class of license other than those for which you held an out-of-state license.

If you can not present a previously issued driver's license, you must do one of the following: (1) obtain and submit a letter from the jurisdiction in which you are currently, or were previously licensed, indicating name, license number, issue and expiration dates; or (2) apply for and obtain a Maryland learner's permit.

If you are at least 18 years of age and not presently or previously licensed in the United States, you must attend a three hour Drug and Alcohol Awareness Course. If you are under 18 years of age a Driver Education Certificate is required. The MVA does not provide these courses. Please reference your telephone directory for private providers in your area. **If you are under 18 years of age, you may not obtain a Class A Commercial Driver's License (CDL).**

## 2. COMMERCIAL DRIVER'S LICENSE

The Motor Vehicle Administration (MVA) began issuing the Commercial Driver's License (CDL) in January 1990. **All commercial drivers must have a CDL as required by MD vehicle law and current medical examination certification in compliance with Federal Motor Carrier Regulations.**

Non-resident operators of commercial motor vehicles must possess a license issued by the state or country of residence authorizing operation of the vehicle class being operated in Maryland.

For the purposes of a CDL, a "commercial motor vehicle" means a motor vehicle or combination of motor vehicles used to transport passengers or property if the vehicle fits at least one of the following conditions (see figure 1):

a. Any combination of vehicles with a Gross Combination Weight (GCW) of 26,001 pounds or more if the Gross Vehicle Weight (GVW) of the vehicles being towed is in excess of 10,000 pounds;

b. A vehicle with a GVW of 26,001 pounds or more;

**Note: GVW for a single vehicle and GCW for a combination of vehicles means the greatest of the following weights: (1) The value specified by the**

manufacturer as the maximum gross weight, (2) the operating weight, (3) the registered gross weight.

c. Any vehicle which is designed to transport 16 or more passengers, including the driver; or

d. A vehicle of any size that transports hazardous materials that requires placarding.

You are not required to have a CDL to drive a vehicle that has been granted a waiver. **You must however, have a Maryland non-commercial driver's license of the appropriate class to operate a vehicle which has been waived.**

The following vehicles have been waived from CDL requirements in Maryland and thus considered non-commercial for the purposes of CDL:

**a. A vehicle controlled and operated by a farmer:**

- used to transport agricultural products, farm machinery, or farm supplies to or from a farm;
- not used in the operations of a common or contract motor carrier; and
- used within 150 miles of the person's farm.

**b. An emergency vehicle:**

- equipped with audible and visual signals; and
- operated by a member of or a person in the employ of a volunteer or paid fire or rescue organization.

c. A vehicle owned or operated by the United States Department of Defense if it is controlled and operated by:

- any active duty military personnel; or
- any member of the military reserves or national guard on active duty, including personnel on full-time national guard duty or, personnel on part-time training.

d. A motor vehicle designed and constructed primarily to provide temporary living quarters for recreational, camping, or travel use.

#### SPECIAL ENDORSEMENTS

A special endorsement (indicated on the face of the CDL) is required to drive any:

- a. cargo tank vehicles or vehicles transporting one or more portable tanks with a capacity greater than 1,000 gallons (**Code N**),
- b. vehicle designed to transport 16 or more passengers including the driver (**Code P**),
- c. double trailer combination (**Code T**), or
- d. vehicle transporting hazardous materials which requires placarding (**Code H**),
- e. N and H combined (**Code X**).

All commercial drivers must do the following:

- a. Notify their employer of any convictions of motor vehicle laws, other than parking violations, within 30 days of the date of conviction; and
- b. Notify their employer of any revocation, suspension, cancellation or disqualification, before the end of the business day following the day that the driver received notice of the fact.
- c. Provide any new employer with a 10 year employment history and a 3 year driving history.
- d. Turn in all licenses issued by other states.

AGE REQUIREMENTS:

- a. You must be at least 21 years old to drive a commercial motor vehicle in interstate transport.
- b. You must be at least 16 years of age to drive a heavy straight truck 26,001 pounds or more in intrastate transport. (or to drive a single unit farm truck within 150 miles of the farm or if employed by the apiary industry)
- c. You must be at least 18 years of age to obtain a Class A CDL (tractor semi-trailer) in intrastate transport.
- d. You must be at least 18 years of age to drive a bus intrastate.



e. You must be at least 21 years of age to haul hazardous materials.

Note: **Interstate** transport is the pick-up or delivery of cargo originating or destined outside the state of Maryland (pier freight, air freight and some warehouse freight can be interstate cargo). **Intrastate** transport is the pick-up or delivery of cargo originating and destined within the state of Maryland.

### Commercial Driver's License (CDL) Requirements

CDL Applicant's current license status	MD Law Test	CDL Knowledge Test	CDL Instructional Permit	CDL Skills Test	Remarks
No License	Yes	Yes	Yes	Yes	
Non-commercial MD License or lower class CDL	No	Yes	Yes	Yes	
Existing MD License -convert to CDL of same class	No	Yes	Yes	Yes	A learner permit is not required for non CDL C to a CDL C without passenger endorsement
Out-of-state Driver's License (Non CDL)	No	Yes	Yes	Yes	Some drivers may be required to obtain a learners instructional permit
out-of-state CDL of same class	No	See remarks	No	No	HAZMAT test required every two years
out-of-state CDL of lower class	No	Yes	Yes	Yes	

All applicants must pass a vision screening test. If you need to pass the Maryland Law Test, obtain and read the Maryland Driver's License Handbook.

## Maryland Commercial Driver's Licenses

*Effective January 1, 1990*

With this class Commercial License	You may drive	And may tow	Exceptions
A	Any single or combination of vehicles*	Any trailer*	Motorcycles - *Endorsements may be required
B	Motor vehicles 26,001 or more pounds (GVW)*	Trailers 10,000 pounds or less*	Combinations of Class F (tractor) and Class G (trailers), for Motorcycles - *Endorsements may be required
C	Motor vehicles under 26,001 pounds (GVW)*	Trailers 10,000 pounds or less*	Motorcycles - *Endorsements may be required
A	Any non-commercial vehicle	Any non-commercial trailer	Commercial motor vehicles & Motorcycles
B	Any single or combination of non-commercial motor vehicles	Any non-commercial trailer	Commercial motor vehicles, Motorcycles & Combinations of: - Class F (tractor) - Class G (trailers)
C	Any non-commercial combination of motor vehicles with a GVW less than 26,001 pounds	Any non-commercial trailer	Commercial motor vehicles & Motorcycles
M	Motorcycles	Motorcycle Trailer	All other vehicles

\*Notes: Endorsements are required for Tankers, Doubles, Buses and Hazardous Materials

### 3. THE DRIVER TESTS

Driver license examinations are conducted at various MVA locations (Glen Burnie, branch offices, and other testing sites). All skill tests for commercial driver's licenses and non-commercial Class A and B driver's licenses will be conducted by appointment only. You may obtain the test schedule

containing locations, dates and business hours from the Glen Burnie office or any branch office.

**NOTE: Commercial driver's license skill tests are not given at all locations.**

A commercial motor vehicle driver must apply for a license at a full service MVA office. The driver must take the appropriate written test. A commercial driver's license manual is available from MVA to help applicants prepare for the tests.

**The applicant is required to supply a registered motor vehicle in safe operating condition of the type appropriate to test the applicant's ability to drive all vehicles under that class of license.**

<u>Driving Test for License</u>	<u>Vehicle Required</u>
Non-commercial Class "A"	Non-commercial tractor semi-trailer (vehicle class "F" tractor and class "G" semi-trailer).
Non-commercial Class "B"	Non-commercial motor vehicle with a Gross Vehicle Weight (GVW) 26,001 pounds or more, or a combination of vehicles (except a class "F" tractor and class "G" semi-trailer), which has a combined GVW of 26,001 pounds or more.
Non-commercial Class "C"	Automobile, station wagon, light truck, or any non-commercial motor vehicle with less than 26,001 pound GVW.
Non-commercial Class "M"	Motorcycle
Commercial Class "A"	Tractor/trailer (vehicle class "F" tractor and class "G" semi-trailer) equipped with air brakes is the preferred motor vehicle. Other combination vehicles with a GVW 26,001 pounds or more may be used if the towed unit has a GVW in excess of 10,000 pounds. If a combination other than an air brake equipped vehicle is used, your license will be restricted to vehicles without air brakes.
Commercial Class "B"	Truck with a GVW over 26,001 pounds, or bus.

Commercial Class "C"            Truck with a GVW under 26,001 pounds, or bus.

**NOTE :**    *You may be issued a class "M" (motorcycle) license with any other license class.*

A test will not be conducted in a vehicle with defective equipment. While driving with a learner's instructional permit, you must be accompanied by a person properly licensed to drive vehicles of that class or higher class who has at least 3 years driving experience. When you appear for your skills test, you must be accompanied by a person at least 21 years of age who is properly licensed, or you may be driven to the point where the skills test starts by anyone authorized to drive that class of vehicle. The person must have a driver's license accompanied by the vehicle's registration.

Class "A" and "B" commercial and non-commercial driver's license tests will include a pre-trip equipment inspection by the applicant. The skills tests are designed to assess your driving ability and your observance of traffic laws. The skills test includes both "off-street" maneuvers and driving in traffic.

#### 4. POINT SYSTEM

Maryland has a point system linked to motor vehicle law traffic violations. When a person is convicted for a traffic violation or elects to pre-pay the recommended fine on a citation in lieu of appearing for trial, the court sends a record of the conviction to the MVA. All convictions are recorded on the driver's individual record.

Certified copies of a driver's record are available from MVA for a fee. Maryland also assigns point values for serious traffic violations occurring in other states. These include manslaughter and driving a motor vehicle while under the influence of alcohol or a narcotic drug.

Less serious out-of-state moving violation convictions will also be posted to the Maryland licensee's record; however, points will not be assessed.

Whenever a conviction occurs on multiple charges, committed at the same time, points are assessed only on the violation that has the highest point assessment. However, all convictions are recorded on your driving record. Point system action is initiated when a report of the conviction is received from the court and entered on a driver's record.

When **three points** are accumulated, a warning letter is mailed to the license holder. Upon reaching **five points**, the licensee is required to attend a conference. At **eight points**, a notice of suspension is issued and at **twelve points**, a notice of revocation is issued. The recipient has ten days to request, in writing, a hearing before the suspension or revocation order becomes effective.

Points assessed are retained for two years; however, the violation itself remains on the driving record.

#### 5. SUSPENSIONS, REVOCATIONS, AND RESTORATIONS

Suspension of a Maryland driver's license means to temporarily withdraw the privilege to operate a motor vehicle. Periods of suspension vary under specific circumstances. Should you have questions as to your driving status, visit an MVA office in your area.

**When a Maryland driver's license and/or driving privilege is revoked, the license and/or driving privilege is terminated and a person is not permitted to drive a motor vehicle under ANY circumstance/s/.**

On receipt of the reinstatement application, the MVA may reinstate the license and privilege, but not before 6 months after the revoked license is received. On the first revocation, if the MD license has been revoked two times, the license may not be reinstated before one year. If the MD license has been revoked three times, it may not be reinstated before 18 months.

### **C. SAFE OPERATIONS**

#### **1. VEHICLE CONTROL**

Exercising control over the vehicle and its load is very important. When transporting logs, poles, lumber, pipe or steel on an open bed truck or trailer, you must securely fasten them to the vehicle with at least one approved tie-down for every 10 linear feet of load length, or at least two chains or other approved fastening devices with equal tensile strength around the front and rear of the load. The chains must be at least 1/2 inch in diameter common coil B.B. chains for loads over 3 tons, and 3/8 inch diameter for 3 tons or less. Other fastening includes 5/16 inch diameter wire rope, synthetic fiber webbing and steel strapping. (See Load Securement and Load Covering in Chapter III, Sections 5 and 6)

If the load extends over 4 feet past the rear or over 6 inches beyond either side of the vehicle, a red or orange fluorescent flag at least 18 inches square and a red light are required to mark the extremities of the load. (Permit restrictions may also apply - see Chapter II.) When driving a loaded vehicle down long hills and/or steep grades, present from the mountains of Western Maryland to the valleys of Central Maryland, you should control your speed by shifting down at the top of the hills.

#### **2. BRAKING SYSTEM**

Every vehicle shall have a service braking system that will be able to bring the vehicle to a safe stop and hold it no matter what its load on any

grade on which it is operated that is free of ice and snow. In order to assure this, air brake systems must be drained periodically to remove accumulated moisture and sludge.

Under normal conditions air brakes should not be fanned, as this will reduce air pressure below the minimum pressure needed for safe operation.

If the air pressure in the brake system drops below a safe operating level, a low-pressure warning device will activate alerting the driver of a brake problem. When this happens, the driver should stop as quickly as possible and have the condition corrected.

The braking system of a multiple unit vehicle should also be equipped with an emergency valve to activate the trailer brakes at once in case of a trailer breakaway.

### 3. BUMPER HEIGHTS

Class E trucks, with a manufacturer's rating or registered gross weight of more than 10,000 pounds, but not more than 18,000 pounds, may not be operated on any highway with a bumper that exceeds a clearance of 30 inches from the ground. If the truck is used for spraying agricultural crops the height is 32 inches.

### 4. EMERGENCY SITUATIONS

If your vehicle becomes disabled, get it off the road as soon as possible. Then place the necessary flares, reflectors or other signal devices around the disabled truck. On undivided roadways, which carry traffic in both directions, three warning devices must be placed, the first beside the truck, the second 100 feet behind the truck and the third 100 feet ahead of the truck. On a divided or one-way roadway, the warning devices must be placed behind the vehicle on the traffic side, the first 10

feet behind, the second 100 feet behind and the third 200 feet behind.

**NOTE: Inoperable vehicles, motor vehicles, trailers, semi-trailers, and buses that are left unattended on (1) public highways for more than 48 hours, or (2) a controlled access highway for more than 24 hours will be considered abandoned and will be towed at the owner's expense. Abandoned vehicles that pose a traffic hazard may be towed immediately.**

#### **D. VEHICLE LICENSING**

##### **1. TITLES, TAXES, INSURANCE, REGISTRATIONS AND FEES - GENERAL -**

###### **a. TITLING**

A vehicle owned by a new resident of this state must be titled and registered during the first 30 days of residency (see Chapter II, section B, Driver Licensing). An excise tax of 5% of the total purchase price, if accompanied by notarized bill of sale, signed by both the buyer and seller is imposed. If the vehicle is presently titled in another state, the excise tax is 5% of the fair market value of the vehicle, as shown in a national publication used by MVA will be accessed. There may be a tax credit if the vehicle is titled within the first 60 days of established residency. Class "F" (tractor) and "P" (bus) vehicles are exempt. For trucks there is a credit given when a similar tax was paid in another state. Call MVA at 1-800-950-1682 for details. **The fee for a Maryland title is \$20.**

To title and register a motor vehicle in Maryland, the owner must have an application for Maryland Title (Form VR-5), proof of vehicle ownership (Certificate of Title), or if the vehicle was registered in a state that did not issue a title when the vehicle was originally registered, the current registration document from that state and a



notarized or certified bill of sale signed by the seller.

If the vehicle was not previously titled or registered, the owner must have a certificate of origin (C.O.) or other ownership document that may be required by the state in which the vehicle was purchased. In either case, this document must be accompanied by a bill of sale.

Used trucks and tractors being titled and registered in Maryland require inspection before titling. If the owner of a vehicle originally titled in Maryland titles the vehicle in another state, in the same name, and subsequently returns to Maryland, the vehicle may be re-registered by surrendering the out-of-state title and securing a duplicate Maryland title. A fee is required (the vehicle is not inspected).

**b. FEDERAL HEAVY VEHICLE USE TAX**

Federal law requires owners of vehicles with a GVW of 55,000 pounds or more, to produce proof of payment of the Federal Heavy Vehicle Use Tax before issue of registration plates or renewal stickers. The application must include a photocopy of tax return Form 2290 Schedule 1, receipts by the IRS, or photocopies of the entire tax return (Forms 2290 and Schedule 1) and both sides of the canceled check payment. Proof of payment is not required for newly acquired vehicles registered within 60 days of date of purchase. Vehicles owned by federal, state and local governments are exempt from this law.

**c. INSURANCE CERTIFICATION**

FOR CARRIERS OF FLAMMABLES:

Liability Insurance — for each vehicle — \$1,000,000 combined single limit for each accident.

Cargo Insurance — for loss of or damage to property carried on any one vehicle — \$5,000; and for loss of or damage to aggregate losses or damages of or to property occurring at any one time and place — \$10,000.

FOR CARRIERS OF PASSENGERS:

Liability Insurance:

1) The minimum per accident insurance required for each vehicle with a seating capacity of SEVEN PASSENGERS OR LESS is \$50,000 for injury to one person, \$100,000 for injuries to two or more persons, and \$20,000 for property damage OR \$120,000 combined single limit;

2) The minimum per accident insurance required for each vehicle with a seating capacity of BETWEEN EIGHT AND FIFTEEN PASSENGERS is \$75,000 for injury to any one person, \$200,000 for injuries to two or more persons, and \$50,000 for property damage OR \$250,000 combined single limit; and

3) The minimum per accident insurance required for each vehicle with a seating capacity of SIXTEEN PASSENGERS OR MORE is \$75,000 for injury to any one person, \$400,000 for injuries to two or more persons, and \$100,000 for property damage OR \$500,000 combined single limit.

Under the Federal Motor Carrier Act of 1980, "for-hire" trucking or passenger service in interstate or foreign commerce requires higher limits of financial responsibility.

Proof of insurance (Form MCS-90) shall be maintained at the motor carrier's principle place of business. Public liability coverage is:

\$750,000 for non-hazardous property hauling,  
\$5,000,000 for hazardous substances hauling,  
\$1,000,000 for oil hauling.  
\$5,000,000 for 16 or more passengers  
\$1,500,000 for less than 16 passengers

(School bus operation and taxicab service with a seating capacity of less than 7 or a motor vehicle carrying less than 16 passengers in a single daily round trip to commute to an from work are exempt from these insurance requirements.)

For further information, call the Maryland Motor Truck Association (MMTA) at (410) 644-4600.

**d. FEES**

To be in compliance with Section 25-111 (g) Maryland Vehicle Law (Preventive Maintenance Program), a registrant of a vehicle with a GVW over 10,000 pounds must certify that he/she has personal knowledge of applicable federal and state motor carrier safety rules, and regulations, standards, and is participating in Maryland's PM Program. This certification must be made at the time of purchasing new registration plates and at the time of renewing registration plates.

**1. PARTIAL YEAR REGISTRATION**

If the registration of a commercial motor vehicle (in excess of 26,000 pounds) is issued for a period of less than the full annual registration year, the fee will be one quarter of the annual registration fee multiplied by the number of quarters remaining in the registration year. The above calculation must include the quarter in which the registration takes effect.

**2. REGISTERING SINGLE UNIT TRUCKS**

Each single unit truck with two or more axles requires an annual registration fee based on maximum

gross weight. The annual registration renewal cycle is staggered for Class E single unit trucks.

This fee schedule is used to calculate fees for either the Gross Vehicle Weight (GVW) or Gross Combined Weight (GCW), whichever is applicable. The maximum weight practical for a GVW registration is 55,000 pounds.

GROSS WEIGHT CATEGORIES (IN POUNDS)	FEE (PER 1,000 LBS. OR FRACTION THEREOF)
(MIN.) 10,000 - 18,000	\$ 4.75
18,001 - 26,000	\$ 7.50
26,001 - 40,000	\$ 8.50
40,001 - 60,000	\$ 10.50
60,001 - 80,000 (MAX.)	\$ 11.75

For a vehicle with manufacturer's rated capacity of 3/4 ton or less, the GVW is 7,000 pounds. Please note that each truck with a manufacturer's rating of 1/2 ton or 3/4 ton is limited to a GVW of 7,000 pounds.

### **3. REGISTERING DUMP SERVICE VEHICLES**

Class E "dump service registration" fees are the greater of \$18.50 per 1,000 pounds GVW or \$740. The annual registration renewal cycle for Class E "dump service registration is staggered.

The maximum gross weight limitations for a dump service vehicle are as follows:

- \* two axles = 40,000 pounds
- \* three axles = 55,000 pounds, or 65,000 under the following conditions:

Three axle dump vehicles registered before December 31, 1994, may continue to be operated at the 65,000 weight limit for a period of 20 years beginning:

1. For a new vehicle registered for the first time -- the later of the vehicle's model year or date of registration; or

2. For a used vehicle -- the vehicle's model year.

• four (or more) axles = 70,000 pounds, if in compliance with the following:

1. A lift axle installed on a vehicle shall have a manufacturer's, second stage manufacturer's, or authorized dealer's certification to carry a minimum axle load of 13,500 pounds. (This must be presented at the time of registration of the vehicle)

2. The lift axle shall be designed only to be fully engaged when in the down position.

3. Air pressure adjustment controls may not be mounted inside the cab, but the switch capable of fully engaging or disengaging the lift axle may be mounted inside the cab.

4. Existing vehicles retrofitted with a lift axle will comply with the same regulations and design requirements as a newly manufactured vehicle.

The original application for the registration of dump service vehicles must be accompanied by the following:

For **two** and **three** axle dump service vehicles...

1. A Dump Service Certification Form (Form VR-98)

2. A side view photograph of the vehicle

3. The appropriate fees

For **four** or more axle dump service vehicles...

1. A Dump Service Certification Form (Form VR-98)

2. A side view photograph of the vehicle

3. The manufacturer's, second stage manufacturer's, or authorized dealer's certification that the vehicle is in compliance with the design requirements

4. The appropriate fees

Generally, a dump vehicle is allowed to haul bulk materials for a distance of not more than 40 miles. If the vehicle is registered for 55,000 pounds GVW, or it is a four axle vehicle with a maximum GVW of 70,000 pounds (in compliance with all applicable regulations), it may operate statewide without distance limitations. If the vehicle is operated on Interstate Route 68 in Allegheny and/or Garrett counties to haul coal, logs, or pulpwood, then a maximum gross weight of 70,000 pounds is permitted even if it is not in compliance with the regulations.

#### **4. REGISTERING TRUCK TRAILER COMBINATIONS**

When a truck is operated in combination with a full trailer or semi-trailer, the truck shall be registered for the GCW of the truck and the full trailer or semi-trailer. A full trailer or semi-trailer is designed for towing by a truck or truck tractor.

The fee for this combination is the same as shown for a single unit truck. When operating as a single unit, you are limited to the GVW as selected by you and indicated on your registration.

When operating in combination you are limited to the GCW selected by you and indicated on your registration.

#### **5. REGISTERING TRACTOR/TRAILER COMBINATIONS**

The annual registration fee is based on the maximum GCW of the tractor and trailer as follows:

GROSS WEIGHT CATEGORIES (IN POUNDS)	FEE (PER 1,000 POUNDS OR FRACTION THEREOF)
(MIN.) 40,000 - 60,000	\$ 14.75
60,001 - 80,000 (OR MORE)	\$ 16.00

The annual registration renewal cycle for these vehicles is staggered.

#### **6. REGISTERING FREIGHT TRAILERS**

For a freight trailer or semi-trailer used in combination with a truck or truck tractor, the registration fee is \$20.25 (includes motor freight and farm trailers over 20,000 pounds). An eight year registration is optional for owners of trailer and semi-trailer fleets of 5 or more.

#### **7. REGISTERING NON-FREIGHT TRAILERS AND FARM VEHICLES**

Maximum gross weight limits and fees for non-freight trailers and farm vehicles are available by calling the MVA. A non-freight trailer is a vehicle designed for towing by a passenger vehicle, a multi-purpose vehicle, or a truck vehicle. Farm vehicles (single unit trucks, truck tractors, and trailers) may be registered under those provisions if the applicant is a farmer and the vehicle is used in the farming operation. For more information, call the MVA, 1-800-950-1682 or the MSP Commercial Vehicle Enforcement Division at 410-694-6100.

#### **8. INTERNATIONAL REGISTRATION PLAN (An Apportioned Registration)**

##### BACKGROUND

The International Registration Plan (IRP) is a plan for apportioned registration, based on

mileage, for commercial vehicles engaged in interstate operations in 48 member states and 3 Canadian provinces (Alberta, Saskatchewan, and British Columbia). Under the program, the interstate carrier is required to file an application with the jurisdiction in which the carrier is based. The "Base Jurisdiction" (see Appendix) issues a base "apportioned" license plate and cab card. The base plate and cab card are the only IRP registration credentials required to qualify the carrier to operate interstate or intrastate in IRP member jurisdictions. The cab card will list those jurisdictions to which the operator has apportioned registration fees. The base jurisdiction collects the registration fees ("apportioned fees") for each jurisdiction at one time and divides them among the other jurisdictions according to the percentage of miles traveled in each state. The agreement allows both interstate and intrastate vehicle movements provided the registrant otherwise has proper interstate or intrastate authority from the appropriate regulatory agency or is exempt from regulation by the regulatory agency.

IRP VS. FUEL TAXES/OPERATING  
AUTHORITY/OVERSIZE OVERWEIGHT

**Apportioned registration DOES NOT:**

- waive or exempt a carrier from obtaining operating authority as required by the respective jurisdiction;
- waive or exempt the payment of motor fuel taxes (see Chapter II); or
- permit exceeding the maximum length, width, height, or weight limitations (see Chapter III).

WHO MUST OBTAIN APPORTIONED REGISTRATIONS



You must register your fleet appropriately if the fleet travels in Maryland and any other IRP jurisdiction, and ...

- is used for the transportation of persons for hire or is designed, used, or maintained primarily for the transportation of property, and
- has a power unit having two axles and a gross vehicle weight or registered gross weight in excess of 26,000 pounds, and/or,
- has a power unit having three or more axles regardless of weight, and/or,
- is used in combination when the weight of such combination exceeds 26,000 pounds gross vehicle weight.

The states of Delaware, Pennsylvania, Virginia and West Virginia bordering Maryland are IRP member states.

Exemptions include government vehicles, city pick-up and delivery vehicles and vehicles displaying a restricted plate. For more details about apportioned registration, call the MVA Motor Carrier Vehicle Services Section [see next section].

#### APPLICATIONS

Initial application forms for apportioned registration are available from the MVA Motor Carrier Services Section, Room 120, 6601 Ritchie Highway, Glen Burnie, Maryland 21062, or call (410) 787-2971, or toll-free Maryland 1-800-248-4160. Office hours are 8:30 AM to 4:30 PM, Monday through Friday. The office is closed on official State holidays.

Please do not send fees for apportioned registration with the application. Maryland will

send a billing notice for payment due. This will help ensure correct payment, avoid over or under payments and speed the mailing of credentials.

Even though you have filed an application, you may not legally operate a vehicle on Maryland or another jurisdiction's highways without an IRP trip permit, or temporary authority in place of the registration credentials. **The annual IRP registration renewal cycles months are: January, April, July and October.**

#### IRP TRIP PERMITS

Maryland registrants who are eligible for apportioned registration in other IRP jurisdictions must obtain an IRP trip permit before entering those jurisdictions unless they have an apportioned registration and that jurisdiction is listed on the cab card.

With an IRP trip permit, and provided you meet other requirements of the member jurisdiction, fuel tax decals etc., your vehicle is entitled to be operated intrastate and interstate for the period allowed under such permit except in Arizona, Iowa, Kansas, Nebraska, North Dakota and Utah where trip permit operation is limited to interstate movement. Trip permits are available from all IRP jurisdictions except Colorado.

Vehicles from other IRP jurisdictions eligible for apportioned registrations but not apportioned with Maryland will be required to purchase a 72-hour permit for a fee of \$15 before entering Maryland. This permit allows for interstate and intrastate operation.

IRP trip permits are not required, regardless of Maryland apportioned registration, for travel in non-IRP jurisdictions. Other jurisdictions will still require different permits for motor fuel use and oversize/overweight situations as in IRP states. For commercial motor carriers with vehicles registered both in and outside Maryland and not eligible for apportioned registration, it is necessary to check to see if permits are required by you prior to entry into that jurisdiction.

Maryland IRP trip permits are available at the Motor Vehicle Administration, Motor Carrier Services Section for a fee of \$15, and, for an added fee, through the available wire services. Contact the Motor Carrier Services Section for the name of wire services.

**e. AUTHORITY FROM PSC**

Operators of any motor vehicle transporting passengers for hire, must secure a permit from the Public Service Commission (PSC).

For more information, write or call the PSC, William Donald Schaefer Tower, Transportation Division, 6 St. Paul Street, Baltimore MD 21202, phone (410) 767-8128.

**f. VEHICLE IDENTIFICATION**

Every bus, truck, and truck-tractor over 10,000 pounds GVW (except vehicles owned or operated by gas, electric, telegraph, telephone or water company as defined in the Public Utility Company Act, vehicles registered as farm trucks under Section 13-921, farm truck tractors under Section 13-924, farm area vehicles under Section 13-935, school vehicles under Section 13-932, trucks registered at 10,000 pounds or less, emergency vehicles, vehicles used primarily to transport money or commercial paper, and vehicles operating within 30 days from the date of purchase) require distinctive lettering on both sides of the vehicle, identifying the motor carrier (and, if different,

the operator's name preceded by "operated by"), city and state. Interstate transportation also requires a USDOT number. To obtain a USDOT number, call 1-800-832-5660 or write the USDOT (see Appendix C).

## **CHAPTER II**

### **MOTOR CARRIER FUEL USE TAX AND LAW**

#### **A. INTERNATIONAL FUEL TAX AGREEMENT (IFTA)**

The International Fuel Tax Agreement (IFTA) is an agreement among states and Canadian provinces to simplify the reporting of fuel used by interstate/inter-jurisdictional motor carriers. As of January 1, 1998, the IFTA member jurisdictions will include all states and Canadian provinces **except** Alaska, District of Columbia, Hawaii, Northwest Territory, and the Yukon Territory.

Maryland is your base jurisdiction for IFTA licensing and reporting if you:

- have one or more qualified motor vehicles based in MD,
- have an established place of business in MD from which motor carrier operations are conducted,
- maintain operational control and operations records for qualified motor vehicles in MD,
- have one or more qualified motor vehicles which actually travel on MD highways, and
- operate in at least one other IFTA jurisdiction.

A carrier can request an IFTA license application by contacting:

Comptroller of the Treasury  
Motor Fuel Tax Division  
IFTA Program  
P.O. Box 1751  
Annapolis, MD 21404-1751  
Telephone (410) 260-7215  
**Toll Free (MD only) 1-888-784-0142**

...or any of the comptroller's 18 other service offices located in Maryland. MD does not charge an annual renewal processing fee for an IFTA license

and does not charge a fee for IFTA decals. Maryland issues two IFTA decals that are required to be displayed on a vehicle. One decal is required to be affixed on the driver's side of the vehicle and one decal is required to be affixed on the passenger's side. An IFTA license (cab card) is required to be carried in the vehicle. The fine for failure to register or to display valid registration documents is a minimum of \$220.

**NOTE:** Carriers that qualify as IFTA licensees but do not wish to participate in the IFTA program, must obtain trip permits to travel through member jurisdictions, according to the regulations and fees of each member jurisdiction. Since there is no intrastate requirement any longer, a MD registered vehicle within the boundaries of Maryland need not display a decal. *MD based carriers should refer to the MD IFTA Compliance Manual for specific IFTA requirements and instructions*

## **CHAPTER III**

### **MOTOR CARRIER LEGAL WEIGHT, SIZE, AND SPECIAL PERMITS**

#### **A. MAXIMUM SIZES AND LOADS**

##### **1. WIDTH: MEASURING, LIMITS, EXCEPTIONS**

The width of a vehicle includes any load that it carries, but is exclusive of safety and energy conservation devices, such as side mirrors, turn signal lamps, marker lamps, steps and handholds for

entry or egress, flexible fender extensions, mud flaps and spray suppressant devices and load induced tire bulges. Except for side mirrors, no other safety or energy conservation device shall extend more than 3 inches on each side of the vehicle.

For a truck or combination of vehicles operated on the Truck Route System, the maximum width is 102 inches (the Truck Route System is explained in Chapter IV). These trucks or combination of vehicles are also permitted access, by the shortest practical route, between the Truck Route System and a truck terminal, or point of origin/destination for cargo, or a distance not to exceed 1 mile to facilities for food, fuel, repairs or rest, or is the safest practical route and is a state highway with four or more lanes (see Chapter IV, Section G, Access Issues).

For a motor vehicle loaded with tobacco hogsheads or sod, the width limit is 102 inches.

For buses on a highway that is part of the interstate system or State primary system or for a publicly owned transit bus, the width limit is 102 inches.

For any other vehicle, or combination of vehicles, the maximum width is 96 inches unless exempted.

For further information on exemptions or other restrictions, call the SHA/Motor Carrier Division.

## 2. HEIGHT

The height of any vehicle and its load may not exceed 13 feet 6 inches.

## 3. LENGTH: MEASURING, LIMITS, EXCEPTIONS

The length of a vehicle includes its front and rear bumpers and any part of its load that extends beyond the vehicle. Not included, when measuring length, are non-load-bearing safety and energy conservation devices, such as marker lamps. The overhang of transported vehicles or motor boats such

as on an auto carrier [3 feet to front, 4 feet to rear] is also not included. The load in the rear of an automobile transporter may not extend more than four feet beyond the rear of the bed or body of the automobile transporter.

A single unit truck may not be more than 40 feet long. A combination of a semi-trailer (single) being operated with a non-cargo carrying truck tractor is not restricted to an overall length, however, the semi-trailer may not exceed 53 feet in length.

A tractor and 53 foot trailer vehicle combination may only operate in Maryland under the following conditions:

(1) The wheelbase of the semi-trailer, measured as the distance from the kingpin to the center of the rear tandem axles, may not exceed 41 feet in length.

(2) The kingpin setback, measured as the distance from the kingpin to the front of the semi-trailer, may not exceed 4 feet in length.

(3) The rear overhang, measured as the distance from the center of the rear tandem axles to the rear of the semi-trailer, may not exceed 35 percent of the wheelbase of the semi-trailer.

(4) Except as provided in subparagraph (II) of this paragraph, the width of the semi-trailer and the distance between the outside surface edges of the semi-trailer's tires, shall be the same as the width of the semi-trailer and shall be at least 96 inches and not more than 102 inches.

(5) The semi-trailer shall be equipped with:  
(I) Vehicle lights which comply  
with or exceed federal  
standards; and



(II) reflective material that is consistent with the standards for conspicuity promulgated by the National Highway Traffic Safety Administration if manufactured after December 31, 1993.

(6) The semi-trailer shall be equipped with a rear underride guard of sufficient strength to prevent a motor vehicle from penetrating underneath the semi-trailer. The rear underride guard shall extend across the rear of the semi-trailer to within 4 inches of the lateral extremities of the semi-trailer, and placed at a height not exceeding 22 inches from the surface as measured when the semi-trailer is on a level surface.

Under Federal Regulation rear bumpers on trailers and semitrailers manufactured after Jan 26, 1998 must meet more stringent standards. Rear underrides may not be more than:

- (a) 22" from the ground
- (b) 4" from the side of the trailer
- (c) 12" from the rear of the trailer

You may obtain additional information by consulting, The Maryland Vehicle Law, Transportation Article, Section 24-104.2, Annotated Code of Maryland.

A combination of a semi-trailer and a trailer (double) being operated in combination with a non-cargo carrying truck tractor is not restricted to an overall length, however, the semi-trailer and trailer operated in this combination may not exceed 28 feet in length for each unit. This combination of vehicles is restricted to operating on the Maryland Truck Route System (see Chapter IV, Section G, Access Issues).

The maximum length for any combination of vehicles with a power unit that is a cargo-carrying

vehicle is 62 feet. A truck or truck tractor and semi-trailer designed for and exclusively engaged in the transportation of automobiles or boats and maxi-cubes may not exceed 65 feet overall maximum length (60 feet for maxi-cubes made up of a tractor and semi-trailer no longer than 48 feet or straight truck with a trailer under 28 feet long). A stinger-steered automobile transporter or boat transporter and saddle-mounts and full-mount combinations may not exceed 75 feet in length. The 65 and 75 feet combinations are also restricted to operating on the Maryland Truck Route System with access provisions in Chapter III.

Vehicles or combination of vehicles carrying piling, poles, mill logs or crew or racing shells are exempt, as are combination of vehicles carrying an indivisible load, if the load is not over 70 feet long.

#### 4. LOAD EXTENSIONS: LIMITS, EXCEPTIONS

The load on any vehicle or on the front of a combination of vehicles may not extend more than 3 feet beyond the front of the vehicle. The load on any vehicle or combination of vehicles may not extend more than 6 feet beyond the rear of the bed or body of the vehicle.

The overall maximum length restrictions for a vehicle or combination of vehicles will include any front and rear load extensions.

Vehicles carrying wooden prefabricated roof trusses, in an inverted position, are permitted a maximum rear extension of 10 feet. Combinations of vehicles carrying indivisible loads during daylight hours, provided the load is not over 70 feet in length, are exempt. Also exempt are vehicles or combination of vehicles carrying piling, poles, mill logs, nursery stock or crew or racing shells.

#### 5. SECURING LOADS

A vehicle carrying any load must be constructed or loaded in a manner that will prevent any spillage, shifting, etc. and the load and any covering on it must be securely fastened. The owner of the vehicle is responsible for removing any spillage on the highway within a reasonable time. For specific requirements for securing logs, steel, etc. (see Chapter I, section C, Safe Operations.)

Spillage or residue on the vehicle left or caused by loading or unloading must be removed from any non-load-carrying parts of the vehicle. The tailgate must be securely fastened and the bed may not have holes or openings through which material can escape.

#### 6. COVERING OF LOADS

The beds of all vehicles transporting loose materials that include dirt, sand, gravel, wood chips, or other material that can blow, fall or spill from a vehicle, must be fully enclosed on all sides and covered with a canvas or other type of approved cover.

The following vehicles, when transporting loose materials, are exempt from this law:

a. Any Class K (farm area) vehicle. "Farm area motor vehicle" means a motor vehicle owned by a farmer and operated only on a farm or on a highway adjacent to the farm.

b. Any Class E truck with a manufacturer's rated capacity of 3/4 ton or less; and a maximum gross vehicle weight of 7,000 pounds or less.

c. Any construction vehicles working within the confines of a public works construction project site as outlined in the construction project's plans and specifications, provided the distance traveled does not exceed one mile or the distance specified in an extension granted.

d. Any construction vehicle or mining equipment while crossing a highway between construction or mining sites.

e. All Class G (trailer) vehicles provided no part of the load is higher than six inches below the top of any of the enclosures.

f. All vehicles operating to or from the Port of Baltimore to a stockpile or storage facility within one mile.

Vehicles carrying any material that blow, fall, or spill must transport the load in a vehicle enclosed on both sides by sideboards, in the front by a board or the cab of the vehicle, and in the rear by a tailgate or board. The vehicle must be loaded so no part of the load is in contact with the sideboards or panels that is within 6 inches of the top of either sideboard or panel. Vehicles with securely covered loads are exempt from the 6 inch requirement as is any vehicle with a fully enclosed body (see next section). Flat bed or drop deck trailers are required to have a headboard or "headache rack" installed on the back of the tractor.

Dropping sand to improve traction or spreading water or other substance to clean or maintain a highway is permitted. **Agricultural products in their natural state or residue from processed vegetable products used as feed for animals that are being transported to a farm are also exempted.** The vehicle owner is responsible, however, for removing spilled agricultural products from the highway.

Spillage or residue on the vehicle left or caused by loading or unloading must be removed from any non-load-carrying parts of the vehicle. The tailgate must be securely fastened and the bed may not have holes or openings through which material can escape.

#### 7. GROSS WEIGHT FORMULA

Maryland has adopted the federal bridge formula and table, commonly known as the "Bridge Table." Considering research and experience by Maryland and other states and the federal government, this table and formula are designed to minimize the damage to bridges and pavement caused by a combination of too heavy a load spanning too short a distance between the axles of a vehicle.

$$W = 500 \left[ (LN/N-1) + 12N + 36 \right]$$

Where...

"W" = Overall Gross Weight on any group of 2 or more consecutive axles to the nearest 500 pounds,

"L" = Distance in feet measured horizontally between the vertical center lines of the extreme of any group of 2 or more consecutive axles, and

"N" = Number of axles in group under consideration, except that 2 consecutive sets of tandem axles may carry a gross load of 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more; provided that such overall gross weight may not exceed 80,000 pounds, including any enforcement or statutory tolerances.

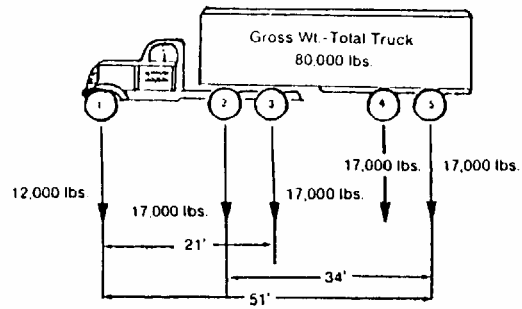
BRIDGE TABLE  
DISTANCE IN FEET BETWEEN THE EXTREMES OF ANY  
GROUP OF 2 OR MORE CONSECUTIVE AXLES

	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8	34,000	34,000				
and less						
More than						
8	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11		44,000				
12		45,000	50,000			
13		45,500	50,500			
14		46,500	51,500			
15		47,000	52,000			
16		48,000	52,500	58,000		
17		48,500	53,500	58,500		
18		49,500	54,000	59,000		
19		50,000	54,500	60,000		
20		51,000	55,500	60,500	66,000	
21		51,500	56,000	61,000	66,500	
22		52,500	56,500	61,500	67,000	
23		53,000	57,500	62,500	68,000	
24		54,000	58,000	63,000	68,500	74,000
25		54,500	58,500	63,500	69,000	74,500
26		55,500	59,500	64,000	69,500	75,000
27		56,000	60,000	65,000	70,000	75,500
28		57,000	60,500	65,500	71,000	76,500
29		57,500	61,500	66,000	71,500	77,000
30		58,500	62,000	66,500	72,000	77,500
31		59,000	62,500	67,500	72,500	78,000
32		60,000	63,500	68,000	73,000	78,500
33			64,000	68,500	74,000	79,000
34			64,500	69,000	74,500	80,000
35			65,500	70,000	75,000	
36			(66,000)	70,500	75,500	
37			(66,500)	71,000	76,000	
38			(67,500)	72,000	77,000	
39			68,000	72,500	77,500	
40			68,500	73,000	78,000	
41			69,500	73,500	78,500	
42			70,000	74,000	79,000	
43			70,500	75,000	80,000	
44			71,500	75,500		
45			72,000	76,000		
46			72,500	76,500		
47			73,500	77,500		
48			74,000	78,000		
49			74,500	78,500		
50			75,500	79,000		
51			76,000	80,000		
52			76,500			
53			77,500			
54			78,000			
55			78,500			
56			79,500			
57			80,000			

\* see exceptions on page 40

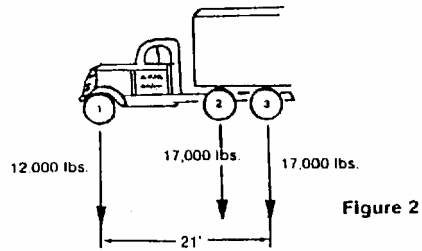
## 8. EXAMPLES FOR USE OF BRIDGE GROSS WEIGHT FORMULA

The vehicle with weights and axle dimensions as shown in Figure 1 will be used to illustrate a Bridge Formula check.



Before checking the axle 1 through 3 combination, a check should be made to see that single, tandem and gross weights are satisfied. The single axle Number 1 does not exceed 20,000 pounds, tandems 2-3 and 4-5 do not exceed 34,000 pounds, and the gross weight does not exceed 80,000 pounds.

Thus, these requirements are satisfied so the first Bridge Formula combination is checked as follows:



**Check of 1 through 3**

$$W \text{ (actual weight)} = 12,000 + 17,000 + 17,000 = 46,000 \text{ pounds MN (Figure 2).}$$

$$N = 3 \text{ axles}$$

$$L = 21 \text{ feet}$$

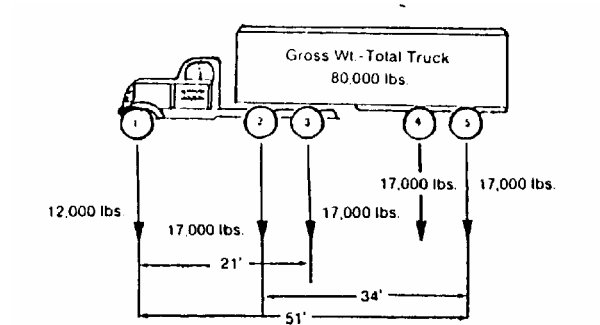
$$W \text{ maximum} = 500 \left[ \frac{LN}{N-1} + 12N + 36 \right]$$

$$= 500 \left[ \frac{(21 \times 3)}{(3-1)} + (12 \times 3) + 36 \right] = 51,500\#$$

W maximum = 51,500 pounds which is more than the actual weight of 46,000 pounds so the Bridge Formula requirement is satisfied.



This same number (51,500#) could have been obtained from Bridge Table B as shown by reading down the left side to L=21 and across to the right where N=3.



**Now check axles 1 through 5**

$$W \text{ (actual)} = 12,000 + 17,000 + 17,000 + 17,000 + 17,000 = 80,000 \# \text{ (Figure 3).}$$

W maximum, from Table B for L of 51 feet and N of 5 = 80,000#. (includes 1,000 pound tolerance)

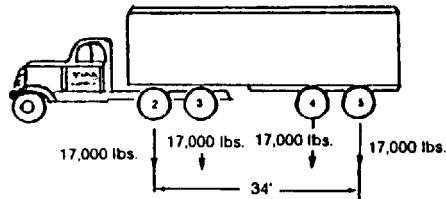


Figure 4

Therefore, this axle spacing is satisfactory.

**Now check axles 2 through 5**

$W \text{ (actual)} = 17,000 + 17,000 + 17,000 + 17,000 = 68,000\#$  (Figure 4)

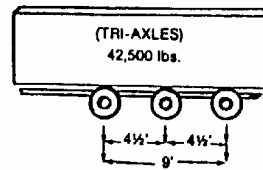
$W \text{ maximum, from Table B for "L" of 34 feet and "N" of 4} = 64,500\#.$

This is a "TILT" or violation in that the actual weight exceeds the maximum allowed weight for the given axle spacing. To correct the situation, some load must be removed from the truck or the axle spacing (34-foot dimension) increased.

**Exception to Formula and Table B**

There are some exceptions to the formula or Table B, that is, two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more. For example, a 5 axle truck tractor semi-trailer may be used to haul a full 34,000 pounds on the tandem of the tractor (axles 2 and 3) and the tandem of the trailer (axles 4 and 5) provided there is a spacing of 36 feet or more between axles 2 and 5. A spacing of 36 feet or more for axles 2 through 5 is satisfactory for an actual  $W$  of 68,000 pounds even though the formula or Table B computes  $W \text{ maximum}$  to be 66,000 to 67,000 pounds for spacing of 36 feet to 38 feet.

Bridge Formula for 3 Consecutive Axles:



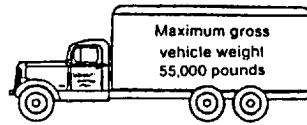
**Figure 5**

For overweight permits for international, sealed containers, see section B (Oversize/overweight Permits).

#### 9. GROSS WEIGHT LIMITATIONS BASED ON NUMBER OF AXLES

The gross weight of any vehicle or combination of vehicles may not exceed the limits described on the following page, depending upon the number of axles.

NUMBER OF AXLES	GROSS VEHICLE WEIGHT OR GROSS COMBINATION WEIGHT (IN POUNDS)
Three or less	55,000
Four	66,000
Five or more	80,000



3-axle vehicle



4-axle combination



5-axle combination

## **B. OVERSIZE/OVERWEIGHT PERMITS**

### **1. LEGAL WEIGHTS**

Any vehicle with a gross combination weight in excess of 73,000 pounds may travel only on state and federal numbered highways, except while making a delivery or pick-up, and then only on highways when traveling by the shortest available legal route to or from the state highway for the purpose of making the delivery or pick-up. In Baltimore City, the shortest available legal route shall be only on designated truck routes.

### **2. PERMITS**

The State Highway Administration (SHA) may issue a permit allowing oversized or overweight vehicles carrying a load that is impossible to disassemble to use Maryland's highways. Maximum weight registration is required for overweight permits. For permit cost and information, call (410) 582-5727 or write to the SHA, Hauling Permits Section, 7491 Connelley Drive, Hanover, MD 21076. All movements shall be made during daylight hours, Saturday after 12 noon, Sunday, and restricted holiday movements are prohibited. **No permit movements are made on highways under the jurisdiction of the Maryland Transportation Authority after 12 noon on Friday until 9 AM. Monday. For information on Baltimore City highways, call (410) 396-7581.**

Overweight permits involving international, sealed containerized cargo for 24-hour travel on certain designated routes are available by contacting the same above listed office. Permits issued to these vehicles may not exceed **22,400** pounds gross maximum weight for a single axle, **44,000** pounds gross maximum for 2 consecutive axles, or **90,000** pounds gross maximum weight with the required axle spacing.

## CHAPTER IV

### SPECIAL CONDITIONS

#### A. POSTED HIGHWAY DETOURS

The SHA Hauling Permits Section provides information on highway restrictions and detours (see Appendix C for telephone numbers).

#### B. ESCORT POLICIES

When carriers make application to the SHA Hauling Permits Section for oversize/overweight vehicle use, escort by private or Maryland State Police personnel is determined under Title 11 of the Code of Maryland Regulations (COMAR). The permittee is responsible for the costs of such escort as indicated in COMAR 11.04.01.07. The hauler is responsible for assuring the safety and rights of the public.

#### C. TOLL TUNNEL TURNPIKE, AND BRIDGE RESTRICTIONS

The Maryland Transportation Authority Police (MdTAP), or MSP on the JFK highway (I-95), may also be needed to provide police escort. **The permittee or user shall notify the Maryland Transportation Authority Police (specific locations listed below) and speak to the Duty Officer at least one hour before beginning movement of an oversize or overweight vehicle on or through the facility.** Please call:

- (1) I-895 Baltimore Harbor Tunnel  
(410) 522-9400
- (2) I-95 Fort McHenry Tunnel  
(410) 522-9400
- (3) US 301 Harry W. Nice Memorial Bridge  
(Potomac River Bridge)  
(301) 259-4444

- (4) US 50/301 William Preston Lane, Jr. Memorial Bridge (Bay Bridge)  
(410) 974-1355
- (5) I-695 Francis Scott Key Bridge  
(410) 522-9401
- (6) US 40 Thomas J. Hatem Memorial Bridge  
(410) 642-1323
- (7) I-95 John F. Kennedy Memorial Highway (MSP)  
(410) 378-3186

The various toll roads under the jurisdiction of the MdTAP have comprehensive restrictions on the passage of hazardous materials, as defined in the Hazardous Materials Regulations 49CFR Part 171.8. **Hazardous materials such as flammable gases and liquids, explosives, and corrosives are not allowed in the Baltimore Harbor Tunnel (I-895) or the Fort McHenry Tunnel (I-95).** For further information and mailings on these restrictions, you may write or call the MdTAP, 2301 South Clinton Street, Baltimore, Maryland 21224. (410) 522-9406.

#### **D. HAZARDOUS MATERIALS**

Carriers with general questions about regulations concerning the routine handling and transport of hazardous materials or the applicability of regulations can write or call the Maryland Department of the Environment (MDE), 2103 Annapolis Road, Baltimore, MD 21230, phone (410) 333-2950.

Carriers hauling hazardous materials should note that they are required to comply with Parts 391 (Qualifications of Drivers) and 395 (Hours of Service) of 49CFR, whether they are operating interstate or intrastate. **Haulers of hazardous waste must be certified for pickup and delivery in Maryland. Call (410) 631-3343 for permit information.** You can obtain information regarding hauling of hazardous waste regulations, by calling (410) 631-3345.

Companies that have trucks with a storage capacity of 500 gallons or more of bulk petroleum products must obtain a permit from MDE's Oil Control Program. Drivers must comply with the attendance requirements when loading and unloading.

**Any release of material must be reported immediately to MDE on (410) 974-3551 (24 hours).** See Chapter V, Hazardous Material Release Reports; and Chapter VI, Transportation of Hazardous Materials (Section 397 of the FMCSR).

Any person transporting motor fuel in interstate or intrastate commerce must register as a Petroleum Transporter. For additional information contact the Comptroller of the Treasury, Motor Fuel Tax Division at (410) 260-7215.

#### **E. DIESEL VEHICLE EMISSIONS CONTROL PROGRAM**

During the 1999 General Assembly legislation was enacted implementing a Diesel Vehicle Emissions Control Program (DVECP). Operational aspects of the program commenced July 1, 2000. Under this program vehicles powered by a diesel vehicle (compression ignition engine) with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) over 10,000 pounds (i.e. trucks and buses) will be subject to testing of their engine exhausts to determine if the vehicle exceeds smoke emissions levels.

Testing (both initial and re-testing) will be conducted on the above listed vehicles by the MSP, and MdTAP. Enforcement personnel utilizing smoke opacity meters will perform tests on vehicles to determine if they meet the emissions standards adopted by the State. Diesel emissions inspectors will be either law enforcement officers and/or civilian inspectors working in concert with enforcement personnel.

Emissions inspectors will follow procedures specified in the Society of Automotive Engineers



J1667 Snap Acceleration Test Procedure (SAE J1667) which has been adopted for use by the State of Maryland.

The smoke opacity testing cut points (allowable smoke density percentages) for Maryland are as follows:

1. For vehicles 1991 and newer, 40% opacity
2. For vehicles 1990 to 1974, 55% opacity
3. For vehicles 1973 and older, 70% opacity

Affected vehicles will be subject to an emissions test:

1. When the vehicle is required to submit to weighing and measurement;
2. As part of a motor carrier safety inspection;
3. At any location or time when a police officer has reasonable cause to believe the vehicle is violating emissions standards.

Any enforcement action taken for vehicles failing an emissions test will consist of the following:

**Maryland registered vehicles**

1. A Safety Equipment Repair Order (SERO) will be issued. The owner of the vehicle has 10 days to have the vehicle repaired and re-tested. After the vehicle has been re-tested, the owner has 30 days to mail in the last copy of the SERO to the MSP/ASED.
2. If the owner fails to comply with the SERO, the MVA will suspend the vehicle registration. The penalty for driving with suspended registration is a \$1,000 fine.

### **Foreign registered vehicles**

1. The driver will be provided a copy of a Driver Vehicle Inspection Report (DVIR). The vehicle owner has 15 days to certify the vehicle has been repaired and has 30 to mail a copy of the DVIR to the MSP/CVED.
2. If the owner fails to comply with the 30 day limit, MSP/CVED will send a notice to the FMCSA. The notice will trigger an FMCSA audit of the violator. The penalty for failing to comply with the DVECP carries a fine of \$1,000.

To enhance the DVECP, Diesel Emissions Re-Testers, (CDER's) who are third part re-testers will take part in the program. The CDER's will be personnel who currently work at a State Inspection Station (SIS), or other business (i.e. engine repair facility and/or engine rebuilding facility). CDER's will be certified to perform re-tests by the MSP/ASED.

Question pertaining to this program can be referred to either the MSP/CVED, MdTAP, (See Appendix C, Routine Calls), or MDE at 410-631-3270.

### **F. NOISE ABATEMENT PROGRAM**

The Noise Abatement Program (NAP) began operation in Maryland in the spring of 2000. Under the program, a person may not operate or permit to be driven on a highway of this State any motor vehicle or combination of vehicles at any time or at any speed, under any conditions of grade, load, acceleration, or deceleration in a manner which would exceed the sound level limits as specified in COMAR (Code of Maryland Regulations).

The MSP/CVED is using sound measuring devices and has trained inspectors to enforce this program. Testing procedures for vehicles having a GVWR/GCWR in excess of 10,000 pounds shall be performed in accordance with the Society of Automotive Engineers, (SAE) SAE J986b, Exterior Sound Level for Heavy Trucks and Buses.

Persons with questions regarding noise limits dealing with vehicles having a GVWR, and GCWR in excess of 10,000 pounds and testing procedures should call the Maryland State Police, Commercial Vehicle Enforcement Division at 410-694-6100.

# **G. MARYLAND TRUCK ROUTE SYSTEM AND LEGAL ACCESS ISSUES**

In Maryland, the Truck Route System is the following system of highways designated by the Maryland Secretary of Transportation in conjunction with the FHWA: (See operational requirements on next page)

ROUTE	FROM	TO
I-XX(X)	<b>All Interstate Numbered Highways:</b> I-68, I-70, I-81, I-83, I-95, I-97, I-195 I-270, I-370, I-395, I-495, I-695, I-795 And I-895 (Note exceptions on next page.)	
MD 3	US 50/301, Bowie	I-97
MD 4	I-95	US 301, Upper Marlboro
MD 10	MD 100, Glen Burnie	I-695
MD 100	MD 607, Jacobsville	Balto Beltway
MD 201	US 50, Cheverly	US 29
MD 295	I-695 Baltimore Beltway	DC Line
MD 695	I-695 at Exit 1	I-95 Baltimore
MD 702	I-695 East of Baltimore	N. Pt. Blvd. (Md. Rt. 151)
US 13	Virginia State Line	Old Eastern Avenue
US 15	US 340, Frederick	Delaware State Line
US 40	US 340, Frederick	MD 26 North of Frederick
US 50	MD 201, Kenilworth Ave.	I-70, Frederick
		US 13 Bypass, Salisbury

US 301	Virginia State Line	Delaware State Line
US 340	MD 67 at Weverton	US 40 in Frederick

**\*See special exceptions on the next page**

**\*The Harbor Tunnel Thruway, I-895, prohibits doubles and widths over 96 inches except for buses. Alternate routing is available via I-695 and the Francis Scott Key Bridge or I-95 (Ft. McHenry Tunnel).** For specific information, contact the Maryland Transportation Authority Police, Tunnel Command at 2301 South Clinton Street, Baltimore, Maryland 21224 Phone: (410) 522-9400.

All trucks wider than 96 inches, all tractor-semi-trailer-trailer combinations (doubles) and auto or boat and containerized cargo carriers are required to operate on this system. Other roads may be used only for access to the system provided that they are the shortest practical route between the system and a truck terminal, point of origin or destination of cargo, or for one mile or less to a facility for food, fuel, repair or rest or is the safest practical route and is a state highway with four or more lanes.

The segment of U.S. Route 40 from Maryland Route 279 to Maryland Route 152 which appeared in the 1998 edition is a designated route which may be used by the aforementioned vehicles for local deliveries and may not exceed those limitations set forth in the Transportation Article.

#### **H. ACCESS TO PORT OF BALTIMORE**

Approximately 70% of the cargo moved through the Port of Baltimore is accomplished by Motor Carriers. Carriers picking up cargo at the Port's Seagirt, Dundalk, North and South Locust Point terminals are less than 2 miles from I-95 or I-895 and minutes from I-695 (Baltimore Beltway) leading to I-70 and I-83.

Seagirt and Dundalk, the Port's two largest container facilities, are easily reached via the Keith Avenue exit of I-95 immediately north of the Fort McHenry tunnel toll plaza. After exiting I-95, travel one mile east on Keith Avenue to Broening Highway and south less than one mile to Seagirt. The Dundalk Marine Terminal is just beyond Seagirt on Broening Highway.

Seagirt, the Port's most modern facility features a computerized gate complex that consolidates all of the check-in functions needed for a Terminal Interchange Report (TIR). The gate complex facilitates truck movement through the terminal, saving the carrier and/or driver time and money.

**A carrier entering the Seagirt Marine Terminal must provide the following information:** Steamship Line, Trucker ID Code, Container/Chassis No., Tractor License No./State, Driver Name, Label Cargo, Port Vessel-Voyage No., Tractor Weight, Booking No. and Container/Chassis Size. To avoid delays, carriers should confirm that all cargo releases have been satisfied prior to arriving at the pier and should have their dock receipt, delivery order and valid booking number available.

#### **I. WEIGHT ENFORCEMENT PROGRAM**

The Maryland State Police, Commercial Vehicle Enforcement Division (MSP/CVED) and The Maryland Transportation Authority Police, Commercial Vehicle Safety Division (MdTAP/CVSD) conduct truck size and weight enforcement operations at Truck Weigh and Inspection Stations (TWIS) throughout Maryland. (The MdTAP/CVSD conducts operations on the toll roads only). Both departments also conduct size and weight enforcement operations through the use of roving patrols equipped with portable scales. Baltimore County and Anne Arundel County Police Departments likewise conduct roving operations for size and weight enforcement utilizing portable scales.

The fine for refusal to be weighed is \$1,000 plus any court costs. A loading error or tolerance

of 1,000 pounds is allowed (except on interstate highways) however, the GVW or GCW may not exceed 80,000 pounds unless it is issued a permit by the State Highway Administration. (See Chapter III, Section B. 2. Permits)

Except as otherwise provided in Title 24 Section 111.1 of the Transportation Article of Maryland, any vehicle found to exceed the weight limits by 5,000 pounds may not be moved until the excess weight is unloaded.

#### **J. PARK AND RIDE LOTS -- NIGHT USE**

Fifteen Park and Ride lots have been designated as sites that commercial motor vehicle drivers may use for rest usually between 10 PM and 5 AM. These sites are near interstate and primary highways. Also, truck parking is permitted at Truck Weigh and Inspection Stations (TWIS) when these facilities are closed. Inspections will not be performed on trucks already parked at weigh facilities during these times. (see Appendix B -- Park and Ride locations).

#### **K. SCRAP TIRE HAULERS**

As of July 1, 1992, those who pick up or deliver scrap tires in the State of Maryland are required to obtain a Scrap Tire Hauler License. For license information contact the Maryland Department of Environment, Office of Waste Minimization and Recycling at (410) 631-3424.

## **CHAPTER V**

### **ACCIDENT REPORTING**

#### **A. TRAFFIC ACCIDENT REPORTS**

Maryland law requires the operator of a vehicle involved in an accident to stop immediately, return to the scene and remain there until the following requirements have been fulfilled:

- (1) Render reasonable assistance to any person injured; and
- (2) Give his/her name and address and the registration number of the vehicle he/she is driving and, on request exhibit his/her license to drive, if it is available to any person injured in the accident and the driver, occupant of, or person attending any vehicle or property damaged in the accident; and
- (3) In the case of unattended vehicles or property attempt to locate the owner and provide the owner with his/her name and address, the registration number of the vehicle he/she is driving, and the name and address of the owner. If the driver, owner, or person in charge of the damaged vehicle or other property cannot be located, leave in a conspicuous, secure place in or on the damaged vehicle or other property a written notice given the same information; and
- (4) Shall also provide the name and address of the insurance carrier or other security provider, along with a policy or other identifying number of the liability insurance, if available, and name and address of the local agent or local office of the insurance carrier, if available; and



- (5) If a motor vehicle strikes and injures a domestic animal, the driver of the motor vehicle shall immediately notify the appropriate State or local police of the accident.

The Federal Motor Carrier Safety Regulations (FMCSR) define an accident as an occurrence involving a commercial motor vehicle operating on a public road which results in (a) a fatality, (b) bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident, or (c) one or more motor vehicles incurring disabling damage as a result of the accident, requiring the vehicle to be transported away from the scene by a tow truck or other vehicle.

Motor carriers are no longer required to submit accident reports to the Federal Highway Administration (FHWA) and notify the agency of fatal accidents. Instead, the FHWA will now depend on reports from the enforcement agencies that investigate the accidents.

The motor carrier is required to maintain for a period of one year after an accident occurs, an accident register containing at least the following information: (a) a list of accidents containing the date, city or town and state in which the accident occurred, driver name, number of injuries, number of fatalities and whether hazardous materials (other than fuel spilled from the fuel tanks of the vehicles involved in the accident) were released; (b) copies of all accident reports required by State or other governmental entities or insurers.

#### **B. HAZARDOUS MATERIAL RELEASE REPORTS**

When hazardous materials are accidentally released or are in danger of being released into the environment, you should call the MDE Hazardous Material Spill and Oil Response (24 hours) telephone

(410) 974-3551 and, if possible, give the following information:

1. Location of the incident, date and time.
2. Presence of fire, explosion, impending danger to life or property.
3. Identification of the materials released (e.g. name, ID number, label, location and characteristics).
4. The extent of injuries.
5. Carriers involved must submit a report according to 49CFR 171.15 and 49CFR 171.16 guidelines within 30 days of date of the incident.

In addition, certain hazardous materials incidents must be reported as required in 49CFR 171.15-16. Also, there is a state requirement for telephone reporting of oil spills within 2 hours of release. **A written follow-up report must be submitted to the MDE Hazardous Material Spill and Oil Response Unit within 10 days, documented in COMAR 26.10.01.03.** General questions concerning these issues should be referred to MDE, see Appendix C.

## **CHAPTER VI**

### **MOTOR CARRIER SAFETY PROGRAM**

#### **A. OVERALL PROGRAM**

The overall goal of the Maryland Motor Carrier Safety Program (MMCSP) is a major reduction in traffic accidents involving commercial motor vehicles; in the deaths, injuries, and property losses resulting from them; and in the risk associated with the highway transportation of hazardous materials.

The SHA Motor Carrier Division on behalf of MDOT is the lead agency for developing, updating, and administering the program. The Public Service Commission (PSC), the Maryland State Police (MSP), the Maryland Transportation Authority Police (MdTAP) and the Department of the Environment (MDE) carry out the program operational activities.

Since 1985, Maryland has expanded the program to include roadside safety inspections on heavy trucks, buses, their drivers and cargoes. The number of roadside inspections has increased from 4,978 in 1986 to 102,932 in 1999. The Maryland Motor Carrier Program Advisory Committee and the Motor Carrier Industry have been working together to create a diverse, comprehensive program. A key element in program enhancement evolved with the development of the Preventive Maintenance Program.

Vehicles may be selected for roadside inspection based on observance of their safety condition or random checks. When stopped inspectors

check vehicles and their drivers for compliance with Federal and State motor carrier safety regulations. Inspectors also check shipping papers, hazardous materials, and other cargoes as appropriate.

The State of Maryland conducts commercial vehicle safety inspections on drivers and vehicles in conjunction with the FMCSR's and the Commercial Vehicle Safety Alliance (CVSA) out-of-service criteria. Inspectors will place a CVSA decal on units of a vehicle that pass the safety equipment inspection without serious defect. Maryland inspectors may waive the inspection of vehicles displaying current inspection decals issued by Maryland or other CVSA member jurisdictions. An out-of-service sticker will be affixed to vehicle units placed out-of-service. Finally, a Maryland Driver-Vehicle Inspection Report will be completed for each driver and/or vehicle inspection. Copies of these inspections are provided to the FMCSA.

#### **B. PREVENTIVE MAINTENANCE PROGRAM**

A Maryland law requiring a Preventive Maintenance (PM) program was enacted in 1988 to insure that commercial motor vehicles are maintained in a safe operating condition. Maryland requires a specific minimum level of maintenance, repairs and inspection for certain vehicles to reduce and prevent traffic accidents and to promote highway safety.

Owners of the following vehicles shall have all vehicles inspected, maintained, and repaired at least every 25,000 miles or at least every 12 months, whichever occurs first. Owners also are required to keep maintenance records on their vehicles. The PM program covers the following Maryland registered vehicles:

(1) A Class E (single unit truck) vehicle with a rated, registered or operating gross vehicle weight of over 10,000 pounds;

(2) A Class E (truck) vehicle with a registered combination vehicle weight greater than 10,000 pounds when operated in combination with a freight trailer or semi-trailer;

(3) A Class F (tractor) vehicle;

(4) A Class G (freight trailer or freight semi-trailer) vehicle;

(5) A Class P (passenger bus) vehicle;

(6) A Class M (Multipurpose) vehicle that is used primarily to transport passengers and has seating for 16 or more occupants or was previously registered as a school bus or a Class P passenger bus; or

(7) Dump truck - used to haul feed and other loose materials in bulk and designed to self-unload by gravity or mechanical means and registered under section 13-919 of the Maryland Vehicle Law.

Note: Dump trucks in operation for at least 18 years from the vehicle's model year or first registration date, whichever is later, must be inspected every 12,500 miles or 6 months, whichever occurs first. The vehicle owner has the responsibility that his/her vehicles meet or exceed the standards of the rules and regulations. It is important to note that this law does not change any other law or regulation affecting a vehicle or its components. All vehicles using Maryland highways must be in a safe operating condition at all times.

(8) Any vehicle or combination of vehicles owned by this State or any political subdivision of this State which are:

- (i) Single unit trucks with a gross vehicle weight greater than 10,000 pounds;
- (ii) Single unit trucks with a gross combination weight greater than 10,000 pounds when operated in combination with a freight trailer or semi-trailer;
- (iii) Truck tractor vehicles;
- (iv) Freight trailer or semi-trailer; and
- (v) Buses designed and used to carry more than 10 people and not regulated by the Transportation Article, 25-110, Annotated Code of Maryland.

Since January 1990, all Maryland-registered vehicles in the categories noted previously must be included in an approved PM program and the vehicle owner must provide a certification to that effect when registering a new vehicle or renewing a registration. Violation of these requirements is a misdemeanor, and subjects the owner to fines up to \$520 and other penalties and the owner's vehicle to a suspension of its registration by the MVA. For further information, contact MSP/CVED or SHA Motor Carrier Division. The PM handbook is available at \$7 per copy from the Division of State Documents, 1700 Margaret Avenue, Annapolis, MD 21404-2249. For information you can call (410) 974-2486, or **Toll Free 1-800-633-9657.**

The U.S. Department of Transportation has certified that the Maryland PM Program meets the requirements of the federal annual inspection as outlined in Part 396.17 of the Federal Motor Carrier Safety Regulations (FMCSR).

### **C. FEDERAL MOTOR CARRIER SAFETY REGULATIONS**

#### **1. GENERAL ISSUES**

Maryland enforces the Federal Motor Carrier Safety Regulations (FMCSR) - 49 CFR Parts 171-177 dealing with the transportation of Hazardous Materials, Part 382.401 dealing with a carrier

maintaining drug and alcohol testing records, and Parts 390-399. Section 25-111 of the Transportation Article governs Maryland's enforcement of the regulations, and noncompliance can result in a \$1020 penalty for each offense. The regulations apply to all trucks, truck tractors, buses, trailers, semi-trailers, pole trailers, converter dollies, and combination of vehicles if the gross weight exceeds 10,000 pounds. They apply to all interstate and intrastate motor carriers of property or passengers. For further information, call the SHA Motor Carrier Division, 1-800-543-4564, or the Federal Motor Carrier Safety Administration, 711 West 40th Street, Baltimore, MD 21210, (410) 962-2889.

For vehicles that transport hazardous materials that require the vehicle to be marked or placarded in accordance with 49CFR Part 177-823 or for vehicles designed to transport 16 or more occupants, drivers must comply with all FMCSR, including medical examination and certification requirements of Part 391, regardless of vehicle size/weight. According to amendments to Section 25-111 enacted in 1992 and 1993, all intrastate drivers of trucks 26,001 pounds or greater must comply with medical requirements of Part 391 unless granted a waiver.

An intrastate driver who does not operate a bus or who does not transport hazardous materials of a type and quantity requiring placarding under Federal Haz-Mat regulations, or who does not operate a vehicle designed to transport 16 or more passengers, including the driver and who does not meet the physical qualifications under Part 391.41 (b)(1)-(11), **may drive in intrastate commerce only if issued a waiver by the MVA.** The waiver pertains to drivers who did not operate a commercial motor vehicle intrastate operation on or before October 1, 1992. **The waiver is valid for a period of 2 years, and the driver must have this waiver in possession when stopped by law enforcement personnel.**

A driver, (a) who was otherwise qualified to operate and operated a commercial motor vehicle in

intrastate commerce on or before October 1, 1992; (b) whose condition existed on that date or at the time of the first physical examination after that date; and, (c) the examining physician certified that the condition has not substantially worsened since October 1, 1992 or the time of the first physical examination after that date also is required to obtain a waiver from MVA.

The following summarized regulations apply to motor carriers, officers, agents, representatives, supervisors, and employees responsible for the management, maintenance, operation, or driving of motor vehicles, who should refer to the regulations for full and precise requirements. Copies of the FMCSR are available for sale by the Maryland Motor Truck Association (see Appendix C) and the US Government Printing Office.

## 2. PART 391, QUALIFICATIONS OF DRIVERS

Qualifications for interstate drivers include being at least 21 years old, reading and speaking English, and having a valid medical card and a valid license from only one state to drive a commercial motor vehicle. Maryland intrastate drivers hauling non-hazardous materials must be at least 18 years old and need not possess a medical card unless they have a CDL. The medical examination and certification requirements of Sections 391.41 (a), 391.43 and 391.45 of the FMCSR apply to an interstate driver who operates a vehicle or vehicle combination with a GVWR or GCWR greater than 10,000 pounds. Interstate drivers failing to meet certain physical requirements may obtain a waiver in accordance with the provisions of section 391.49. A drug and alcohol testing program for interstate and intrastate drivers with a CDL operating a commercial



vehicle requiring a CDL is in force in Maryland under FHWA regulations (see Chapter VII).

### 3. PART 392, DRIVING OF MOTOR VEHICLES

Drivers shall not operate, nor shall carriers allow the operation of motor vehicles while the driver's ability or alertness is impaired through fatigue, illness, or any other cause.

Drivers, while driving or on duty, shall not possess, be under the influence of, or use any prohibited drugs and shall not possess, consume or be under the influence of an intoxicating beverage.

In addition, a driver shall not consume an intoxicating beverage within four hours of going on duty.

Drivers violating these rules are subject to be placed out-of-service for 24 hours, and must report such declaration to their employer within 24 hours, and to the licensing state within 30 days.

Carrier's schedules shall permit compliance with speed limits.

Before driving, drivers shall satisfy themselves that the following parts and accessories are in good working order:

- (1) Brakes -- service, trailer connections, parking (hand);
- (2) Steering mechanism;
- (3) Lighting devices and reflectors;
- (4) Tires;
- (5) Horn;
- (6) Windshield wipers;
- (7) Rear vision mirrors; and
- (8) Coupling devices.

**The following emergency equipment shall be carried on all vehicles in the proper place and shall be ready for use:**

- Fire extinguisher - properly filled, readily accessible, and securely mounted;
- Spare fuses or overload protective device;
- Three emergency, bi-directional, reflective triangles (Fuses, liquid burning flares, or red electric lanterns may be used instead of triangles; however, flame producing devices are prohibited for certain types of hazardous material transport).

#### 4. PART 393, PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATIONS

Part 393 details the requirements for lighting devices/reflectors/electrical equipment, brakes, glazing/window construction, fuel systems, coupling devices and towing methods, emergency equipment, protection against shifting or falling cargo, and other miscellaneous parts and accessories (e.g., tires, mirrors, horn, rear end protection, projecting loads, seat belt assemblies, etc.).

No vehicle is to be operated unless it is equipped in accordance with these requirements and all the parts and accessories shall be in safe and proper operating condition at all times. Regulations require that trucks manufactured after July 24, 1980, be equipped with brakes on all wheels.

#### 5. PART 395, HOURS OF SERVICE OF DRIVERS

At the time this handbook was printed, changes to the Federal Hour of Service (HOS) were under review. No changes are anticipated until 2001, however, some changes are expected in the future. For this reason, the editors have chosen to provide

the regulations dealing with the hours of service as they appeared in the previous handbook (1998 edition).

Motor carriers shall not permit or require any driver, nor shall any driver (1) drive more than 10 hours following 8 consecutive hours off-duty; (2) drive for any period after being on-duty 15 hours following 8 hours off-duty; (3) drive after being on-duty more than 60 hours in any 7 consecutive days; (4) drive after being on-duty more than 70 hours in any period of 8 consecutive days for carriers that operate seven days per week.

**\*(Note intrastate exceptions cited on the next page)**

The Record of Duty Status (Log Book) must (1) be maintained for each 24-hour period, in duplicate, current to the last change of duty status; (2) be carried by the driver and contain the log for the previous 7 days; and (3) be retained by the carrier for six months. Interstate drivers are exempt from keeping a log book if they meet the following 5 requirements:

1. they operate within a 100 air mile radius of their work reporting location
2. they don't drive more than 10 hours per day
3. the driver must return to his normal work reporting location and be relieved of duty within 12 hours.
4. the driver must take 8 hours off duty
5. the company must maintain accurate records to verify hours worked.

Failure to comply with these requirements, or making false reports, subjects the driver to be declared out-of-service and the driver/motor carrier to fines and prosecution.

Intrastate Drivers who comply with the driving duty hours restrictions are exempt from maintaining

a log provided (1) the carrier keeps daily time records; (2) the driver operates only within a 150 air-mile radius of normal work reporting locations; and (3) returns to that location and is released from work within 16 hours. However, if the driver works more than 12 hours, he must keep a log. The log must account for all time spent driving during the first 12 hours and must conform to federal regulations for the hours on duty over 12. A Maryland driver who operates within 150 air-miles intrastate of a work reporting location and returns to that location is permitted to drive not more than 12 hours and shall be released from work within a period of 16 consecutive hours, and may not be on duty more than 80 hours in 8 days (70 hours in 7 days if the company is not in operation every day of the week.)

#### 6. PART 396, INSPECTION, REPAIR, AND MAINTENANCE

Motor carriers shall systematically inspect, repair and maintain all motor vehicles subject to their control. Specific certification of the PM program is covered previously in Section B of this chapter and goes beyond the FMCSR summarized here.

In addition to the parts specified in Part 393, other parts which may affect safety, including frame/frame assemblies, suspension systems, axle and attaching parts, wheels and rims, and the steering system, must be maintained in a safe and proper operating condition.

The following records are required (except for vehicles controlled for less than 30 days) and shall be retained where the vehicle is either housed or maintained for a period of 1 year and for 6 months after the motor vehicle leaves the motor carrier's control. If the vehicle is Maryland registered, the following files must be retained for 2 years:

- (a) Vehicle ID.

(b) A record of inspections, repairs, and maintenance, indicating their nature and the date performed, and lubrication records.

(c) A preventive maintenance schedule indicating the nature and due date of the various inspection and maintenance operations to be performed.

Every driver must complete a written vehicle inspection report at the end of each work day on each vehicle operated, covering at least the following parts and accessories: the eight items in the previous subsection on "Part 392" plus wheels and rims and emergency equipment.

This report shall identify the motor vehicle and list any defect that would affect its safe operation or result in mechanical breakdown. In all cases, the driver shall complete and sign this report.

Before dispatching the vehicle, the motor carrier shall certify on this report that the defect has been corrected or that correction is unnecessary. This report shall be kept for three months. Before driving a vehicle, the driver shall be satisfied that the vehicle is in safe operating condition and review the last inspection report. If defects were previously noted, the driver must sign the report acknowledging review and the carrier's certification that the required repairs were made.

NOTE: Motor Carriers operating only one motor vehicle are not required to complete a daily vehicle inspection report.
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Vehicles inspected by enforcement officers that do not meet certain criteria, and by reason of their mechanical condition or loading would likely cause an accident or a breakdown, may be placed out-of-service until repairs have been made.

7. PART 397, TRANSPORTATION OF HAZARDOUS MATERIALS; DRIVING AND PARKING RULES

In general, this part applies to the transportation of hazardous materials by a motor vehicle that must be marked or placarded in accordance with Part 177.823 of the hazardous material regulations.

With some limited exceptions, motor vehicles which contain Class 1.1, 1.2 or 1.3 explosives must be attended at all times by the driver or other qualified representative.



Motor vehicles that contain hazardous materials must not be parked on or within five feet of the traveled portion of a public street or highway, except for brief periods when the necessities of operation require a vehicle not carrying Class 1.1, 1.2 or 1.3 explosives to do so.

**Unless there is no practical alternative, a motor vehicle containing hazardous materials must not be operated:**

- 1) over routes that go through or near heavily populated areas,
- 2) places where groups are assembled,
- 3) tunnels,
- 4) narrow streets, or
- 5) alleys

Operating convenience is not a consideration.

Motor vehicles must not be operated near or parked within 300 feet of an open fire. No person may smoke or carry a lighted cigarette, cigar, or other tobacco product on or within 25 feet of a motor vehicle containing certain specified hazardous materials, or empty tanks that have been used to transport flammable liquids.

When fueling, the motor vehicle engine must not be operating and a person must properly control the fueling process.

The driver of any motor vehicle that contains hazardous materials and is equipped with dual tires on any axle must check its tires as follows:

- at least every two hours or 100 miles, whichever is less;
- at the beginning of each trip; and
- each time the vehicle is parked.

Unsafe or overheated tires shall be repaired or replaced immediately.

Drivers of vehicles containing Class 1.1, 1.2 or 1.3 explosives must possess:

- a copy of Part 397 of the Federal regulations; and
- instructions in the event of an accident or delay, proper shipping papers; and
- a written route plan.

## **CHAPTER VII**

### **ALCOHOL AND DRUG TESTING REGULATIONS**

#### **A. WHO MUST BE TESTED**

The US Department of Transportation (DOT) Federal Highway Administration (FHWA) adopted controlled substance and alcohol testing requirements for drivers required to have a commercial driver's license (CDL). This is an extension of the current rule and covers both interstate and intrastate truck and motor coach operations, including those operated by:

- Federal, State, local and tribal governments
- Church and civic organizations
- Farmers and custom harvesters (unless exempt)
- Apiary industries
- For-hire and private companies

#### **B. CONTROLLED SUBSTANCES**

The regulations require urine specimens to be analyzed for the following drugs: cocaine, opiates, marijuana, amphetamines and phencyclidine (PCP).



### **C. TESTS REQUIRED**

The following drug and alcohol tests apply to employee drivers and contract drivers a motor carrier intends to use: pre-employment, post-accident, reasonable suspicion, random, return-to-duty, and follow-up.

(Pre-employment testing does not include testing for alcohol.)

### **D. CONSEQUENCES**

Drivers who engage in prohibited alcohol conduct must be immediately removed from safety-sensitive functions. Drivers who have engaged in alcohol misuse cannot return to safety-sensitive duties until they have been evaluated by a substance abuse professional and complied with any treatment recommendations to assist them with an alcohol problem. As with an alcohol misuse violation, a driver will be removed from safety-sensitive duty if he/she has a positive drug test result. The removal cannot take place until the Medical Review Officer (MRO) has interviewed the driver and determined that the positive drug test resulted from the unauthorized use of a controlled substance. A driver cannot be returned to safety-sensitive duties until he/she has been evaluated by a substance abuse professional or MRO, has complied with recommended rehabilitation, and has a negative result on a return-to-duty drug test.

### **E. ASSISTANCE FOR SMALL CARRIERS AND OWNER-OPERATORS**

Small motor carriers and owner-operators may find it easier to comply with the regulations by forming a consortium of similar operators to administer or develop and implement a program for the group as a whole. Two examples of such associations formed by existing trucking organizations in Maryland are those of the Maryland

Motor Truck Association and Independent Truckers and Drivers Association (see Appendix C).

## **F. ADDITIONAL INFORMATION**

You may contact the Drug Enforcement and Program Compliance Office of the USDOT at (202) 366-3784 for additional information.

## **A. GLOSSARY**

**Apportionable Fee.** Any periodic recurring fee required for licensing or registering vehicles, such as, but not limited to, registration fees, license or weight fees.

**Apportionable Vehicle.** Any vehicle, used or intended for use in Maryland and one or more IRP member jurisdictions that allocate or proportionally register vehicles and used for the transportation of persons for hire, or designed, used or maintained primarily for the transportation of property.

**Axle Weight.** The weight transmitted to the surface by one axle or a combination of axles in a tandem assembly.

**Base Jurisdiction.** For purposes of fleet registration, the jurisdiction where the registrant has an established place of business, where mileage is accrued by the fleet and where operational records of such fleet are maintained or can be made available.

**Base Plate.** The plate issued by the base jurisdiction and the only registration plate issued for the vehicle by any member jurisdiction.

**Cab Card.** Terminology includes either a vehicle registration card issued only by the base jurisdiction for a vehicle of an apportioned fleet

which identifies the vehicle, base plate, registered weight reflecting the jurisdictions where the vehicle is properly registered or an IFTA registration card.

**CDL.** Commercial Driver License

**CFR.** Code of Federal Regulations.

**COMAR.** Code of Maryland Regulations.

**Combination.** A power unit used in combination with trailers and semi-trailers.

**Commercial Motor Vehicle (CMV).** The definition for a CMV appearing here is one which appears in both the FMCSR's (Part 383.5), and the Maryland Vehicle Law (Title 11 Section 109.1) pertaining to a Commercial Drivers License (CDL). The general definition for a CMV (which is substantially different regarding vehicle weight and/or passengers) is found in the FMCSR's, Part 390.5.

A CMV is as follows:

- A motor vehicle or combination of motor vehicles used to transport passengers or property if the motor vehicle;
  - (1) Has a gross combination weight of 26,001 or more pounds inclusive of a towed unit;
  - (2) Has a gross vehicle weight of 26,001 or more pounds;
  - (3) Is designed or used to transport 16 or more passengers including the driver;
  - (4) Is used for transporting hazardous materials requiring placarding.

**CVSA.** Commercial Vehicle Safety Alliance

**Credentials.** Terminology includes the apportioned registration card and plate issued for vehicles

registered under the IRP, and/or registration card and plate for non-IRP registrants, and/or drivers license, and/or IFTA cab card, and/or oversize/overweight permit, and/or PSC operating authority, and/or Hazardous Materials permit, and/or temporary trip permits authorizing operation in a jurisdiction.

**CVED.** Commercial Vehicle Enforcement Division of the MSP.

**Decal.** See Permit.

**Double-Bottom Combination.** (Doubles) A combination of a power unit pulling two (2) semitrailers or a semitrailer and a full trailer.

**FHWA.** The Federal Highway Administration.

**Fleet.** One or more apportionable vehicles.

**FMCSA.** Federal Motor Carrier Safety Administration

**FMCSR.** Federal Motor Carrier Safety Regulations.

**Freight Trailer or Semi-trailer.** See Trailers.

**Full Trailer.** See Trailers.

**Gross Combination Weight (GCW).** The weight of the power unit and trailer and the maximum payload.

**Gross Combination Weight Rating (GCWR).** The value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. In the absence of a value specified by the manufacturer, the GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

**Gross Vehicle Weight (GVW).** The weight of the vehicle plus the weight of any load thereon.

**Gross Vehicle Weight Rating (GVWR).** The maximum loaded weight of a single vehicle, as specified by the manufacturer on the Federal Weight Certification Label normally affixed to a vehicle door post.

**ICC.** The Interstate Commerce Commission.

**International Fuel Tax Agreement (IFTA).** An agreement between Maryland and other jurisdictions for prorating fuel tax fees based on the percentage of fuel used in correlation to miles traveled by a vehicle in each jurisdiction.

**International Registration Plan (IRP).** An agreement between Maryland and a number of other states for prorating fees between jurisdictions based on percentage of miles traveled by a fleet in each jurisdiction.

**Interstate Operations.** Pick-up or delivery of cargo originating or destined outside the state of Maryland (pier freight, air freight and some warehouse freight can be interstate cargo).

**Intrastate Operation.** Pick-up or delivery of cargo originating and destined within the state of Maryland.

**Jurisdiction.** A state, territory or possession of the United States, the District of Columbia, or a province of Canada.

**Maxi-cube.** A non-articulating straight truck, in combination with a semi-trailer which does not exceed 34 feet and is designed to be loaded through the semi-trailer or in combination with a trailer that does not exceed 28 feet.

**MDE.** The Maryland Department of the Environment.

**MDOT.** The Maryland Department of Transportation.

**MdTA.** The Maryland Transportation Authority

**MdTAP.** The Maryland Transportation Authority Police

**MdTAP/CVSD.** The Maryland Transportation Authority Police, Commercial Vehicle Safety Division

**MPA.** The Maryland Port Administration, part of the Maryland Department of Transportation.

**MSP.** Department of Maryland State Police.

**MSP/CVED.** Maryland State Police, Commercial Vehicle Enforcement Division.

**MVA.** The Motor Vehicle Administration, part of the Maryland Department of Transportation.

**Member Jurisdiction.** States of the United States and Provinces of Canada which are members of the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA).

**Motor Carrier.** An individual, partnership, corporation, or other public or private entity engaged in the transportation of goods or persons.

**Non-freight Trailer or Semi-trailer.** See Trailers.

**Operational Records.** Documents supporting miles traveled in each jurisdiction and total miles traveled such as fuel reports, trip sheets and logs.

**Permit.** In common usage, the written authority issued by a jurisdiction allowing specified operation. In IRP states a **Trip Permit** is a temporary permit issued by a jurisdiction to a motor carrier registered in another jurisdiction in lieu of regular apportioned registration. Other temporary permits issued for varying lengths of time include **Oversize/ Overweight Hauling Permits, Temporary IFTA Permits, Hazardous Waste Permits and others which are not listed here.**

**PSC.** The Maryland Public Service Commission.

**Registrant.** A person, firm, or corporation in whose name or names a vehicle is properly registered.

**Registration Year.** The twelve month period during which the registration plates issued by the base jurisdiction are valid according to the laws of the base jurisdiction. Maryland's registration year is May 1 through April 30 for most trucks.

**Restricted Plate.** One that has time (3 month, 6 month, partial year), geographic area, mileage or commodity restriction (farm, log or dealer plates).

**Semi-trailer.** See Trailers.

**SHA.** The State Highway Administration, part of the Maryland Department of Transportation.

**SHA/MCD.** The State Highway Administration, Motor Carrier Division

**Stinger-Steered Automobile Transporter.** A truck tractor and semi-trailer combination designed for and used only to transport automobiles or boats. The fifth wheel is on a drop frame behind and below the rear axle of the power unit.

**Trailers:**

**Freight Trailer.** A freight trailer or semi-trailer shall be: (1) Designed for towing by a Class E (truck) or Class F (tractor) vehicle: and (2) (i) In excess of 20,000 pounds gross weight if towed by a Class E (truck) vehicle; or (ii) In excess of 10,000 pounds gross weight if towed by a Class F (tractor) vehicle.

**Full Trailer.** A vehicle without motive power, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed

that no part of its weight and that of its load rests upon or is carried by the towing vehicle.

**Non-freight Trailer.** A non-freight trailer or semi-trailer is a vehicle designed for towing by a Class A (passenger) vehicle and has a gross weight of 10,000 pounds or less, a Class M (multipurpose) vehicle and has a gross weight of 10,000 pounds or less, or a Class E (truck) and has a gross weight of 20,000 pounds or less. A non-freight trailer is considered a boat trailer, camping trailer, travel trailer, house trailer, or utility trailer.

**Semi-trailer.** A vehicle without motive power designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that part of its weight and that of its load rests upon or is carried by the towing vehicle.

**Trip Permit.** See Permit.

**TWIS.** Truck Weigh and Inspection Stations operated by either the MSP/CVED, or MdTAP/CVSD.



## **B. PARK AND RIDE LOCATIONS**

<u>COUNTY</u>	<u>SITE NAME/LOCATION</u>
<i>Allegheny</i>	I-68 @ MD 36
<i>Anne Arundel</i>	US 50/301 @ MD 424 I-695 @ Hammonds Ferry Road
<i>Baltimore</i>	I-70 @ Security Boulevard I-83 @ MD 137 I-83 @ MD 439 I-83 @ Middletown Road I-695 @ Cromwell Bridge Road
<i>Calvert</i>	MD 2/4 @ MD 262

<i>Frederick</i>	I-70 @ MD 17
	I-270 @ MD 80
<i>Harford</i>	I-95 @ MD 24
<i>Howard</i>	US 29 @ MD 108
<i>Prince George's</i>	I-95 @ I-495
<i>Washington</i>	I-70 @ US 40

## C. IMPORTANT TELEPHONE NUMBERS AND ADDRESSES

### Emergency Numbers

1. Emergency (Local Police,  
Fire Dept. - 24 hours.) **911**  
  
To report emergency situations  
(including disabled vehicles) from a  
cellular telephone, press **#77**
2. MD Department of the Environment (MDE)  
Hazardous Material Spill and Oil Spill  
Response (24 hours)  
**410-974-3551**  
Div. of Radiation Control  
(7:30 AM - 5:00 PM, M-F)  
**410-631-3300**  
(4:30 PM - 8:30 AM,  
M-F/weekends/holidays)  
**410-243-8700**

3. MD Transportation Authority Police  
(MdTAP monitor CB Channel 3)  
**410-522-9406**
4. MD State Police HQ/State Fire Marshal  
(State Police monitor CB Channel 9)  
**410-486-3101**  
  
MD State Police Toll Free Emergency  
**1-800-525-5555**
5. Natl. Information Reporting & Response  
Center (USDOT) **1-800-424-8802**  
CHEMTREC **1-800-424-9300**
6. CSX Railroad Grade Crossing Emergency  
**1-800-232-0144**

## **Routine Calls**

In most instances, 8:00 AM - 5:00 PM, M-F

1. **Motor Vehicle Administration** (MVA)  
Headquarters  
6601 Ritchie Hwy., Glen Burnie, MD 21062

General Information

toll free from MD, DC and Northern VA  
**1-800-950-1682**

from other areas: **301-729-4550**

Recorded information and answers to  
common questions available at other  
times, 24 hours/day:

Baltimore area

**410-768-7000**

Prince George's County area

**301-350-9771**

Montgomery County area

**301-948-3177**

Motor Carrier Services Section,  
Room 120, Apportioned Registration.

Maryland calls only  
**1-800-248-4160**

local calls, Baltimore area  
**410-787-2971**

Truck and Bus Driver Licensing (CDL)  
Information:

Maryland calls only  
**1-800-344-7309**

Maryland, DC and Northern Virginia  
**1-800-950-1682**

Calls from outside Maryland  
**1-301-729-4575**

**2. Office of Motor Carrier Policy**

Maryland Department of Transportation  
P.O. Box 8755  
10 Elm Road  
BWI Airport Maryland 21240  
**410-865-1097**

**3. Maryland State Highway Administration  
Administration**

Office of Traffic and Safety  
Motor Carrier Division  
7491 Connelley Drive, Hanover, MD 21076

Calls for Commercial Vehicle Regulations,  
Safety Programs, ITS/CVO Programs, and  
Motor Carrier Handbooks:

Within Maryland:  
**1-800-543-4564**  
Outside Maryland:  
**410-582-5734**

Calls for Oversize/overweight hauling  
permits and size & weight issues

**410-582-5727**

**4. Maryland State Police**

Commercial Vehicle Enforcement  
Division

901 Elkridge Landing Road  
Suite 300

Linthicum Heights, MD 21090

**410-694-6100**

Automotive Safety Enforcement Division

**410-768-9174**

**5. Md. Transportation Authority Police**

Commercial Vehicle Safety Division  
15 Turnpike Drive

Perryville, Maryland 221903-2219

**Local # 410-378-8103**

**Balto # 410-575-6955**

**Fax # 410-378-8123**

**6. Comptroller of the Treasury**

Alcohol & Tobacco Tax Division  
for Liquor Permits

P.O. Box 2999, Annapolis, MD 21404

**410-260-7314**

Motor Fuel Tax Division

P.O. Box 1751, Annapolis, MD 21404

**410-260-7215 or**

**Toll Free - Within Md. Only 1-888-784-0142**

**7. Public Service Commission**

Transportation Div. 6 St. Paul Street  
Baltimore, MD 21230

**410-767-8109**

**8. Maryland Department of Environment**

2103 Annapolis Road

Baltimore, MD 21230

Hazardous Materials Transportation

**410-333-2950**

Oil Control Program  
**410-631-3442**  
Hazardous Waste Permits  
**410-631-3344**  
Waste Minimization & Recycling (Tires)  
**410-631-3424**

9. **Maryland Port Administration**

World Trade Center  
Baltimore, MD 21202

Maryland calls only  
**410-333-4485**  
Calls outside Maryland  
**1-800-638-7519**

10. **The Independent Truckers and Drivers**

**Association** (ITDA)  
1109 Plover Drive  
Baltimore, MD 21227  
**410-242-0507**

11. **The Maryland Motor Truck Association**

3000 Washington Boulevard  
Baltimore, MD 21230  
**410-644-4600**

12. **The Maryland Motor Coach Association**

**301-568-3500**

13. **Federal Highway Administration** (FHWA)

Federal Motor Carrier Safety  
Administration, HIA-10  
400 7th St., SW, Washington, DC 20590  
Information Number for:

- USDOT Identification Number
- Carrier Safety Profile
- Other Federal Safety Information

**1-800-832-5660**

Information Number for:

- Operating authority (ICC)
- New Applications
- Insurance Information

**1-202-358-7000**

Baltimore Division Office, FMCSA,  
711 W. 40th St., Baltimore, MD 21210

**410-962-2889**

